

**Amendments to the Specification:**

Please replace the paragraph [0006] beginning at page 3, line 5 with the following amended paragraph:

Canadian patents No. ~~2,222,964~~ 2,222,954 and No. 2,212,401 (US Pat. No. 6,109,824) feature a frame that is embedded in the street foundation and a section or head that allows the frame to move both vertically and angularly. These parts are designed to adapt to an underlying immobile concrete structure. However, in many cases, such parts cannot always be used to replace conventional street sewers that have already been in use for many years. The aforementioned problems are the most clearly evident in these systems, since it has been noted with respect to many such sewers that the height available between the top of the base and the road surface is not sufficient either to accommodate both parts and frame or to afford enough space to permit their effective operation. This situation has also been noted with respect to a great many conventional street sewers in more recent housing projects where the minimal depth has permitted the use of fewer elevating rings. It is absolutely essential to the proper functioning of the aforementioned inventions that the frame never touch the section or the head, lest it lose its ability to descend again. In addition, the available height must not be too restrictive, since the frame will end up being supported only on top of the ground above the base instead of on top of the street foundation. Since the magnitude of the expansion of the earth through freezing depends on thickness, the earth situated between the top of the base and the frame will add a vertical differential less than the relatively greater thickness of the street foundation that is situated beneath the pavement. In order to increase the space available between the base and the surface of the roadway, it is necessary to lower the base, which greatly increases installation costs. In addition, the presence of rock must be taken into consideration. Furthermore, adequate slope must be maintained for the connecting conduit, which translates into added excavation, and therefore extra costs.